

## FOR THE AUTO TOURIST

Seeing America from the Car Is  
Becoming Easier.

## VALUABLE WORK IN WEST

Colorado and Utah Are Hard at  
Work in Effort to Attract  
Motorists.

Combination interstate tours which include both motor vehicle and railroad train are a feature of the present year, accounted for by the growing desire of the average American to see more of his own country in a limited space of time.

"There are various reasons for this plan," comments Howard Longstrech, of the American Automobile Association touring information board. "The principal one of which is that our disconnected state road systems do not permit the continuous travel possible in Europe from one country to another. But we are making a steady advance, and in the next decade will have made substantial progress toward a comprehensive country-wide network of interstate roads."

"Another thing that explains the combination tour is the desire first to see the country's wonderlands, which calls for the shipment of the automobile, or its driving to the section of the country visited without its complement of passengers, who, both for comfort and lack of time, frequently prefer to take the railroad journey."

It is a certainty, however, that this year will see more transcontinentalists than ever before. Vital portions of the midland trail in Western Colorado and Eastern Utah are being rapidly improved in the crossing to the Pacific Coast through the heart of the Rockies.

When the American Automobile Association pathfinder last fall blazed the way from Denver through Glenwood Springs, Grand Junction and Green River to Salt Lake City many difficulties were encountered, and there was then some doubt as to whether or not that route could be depended upon for its travel. That doubt is now being removed through liberal appropriations by the Colorado Legislature and the enterprise of the cities and towns along the line.

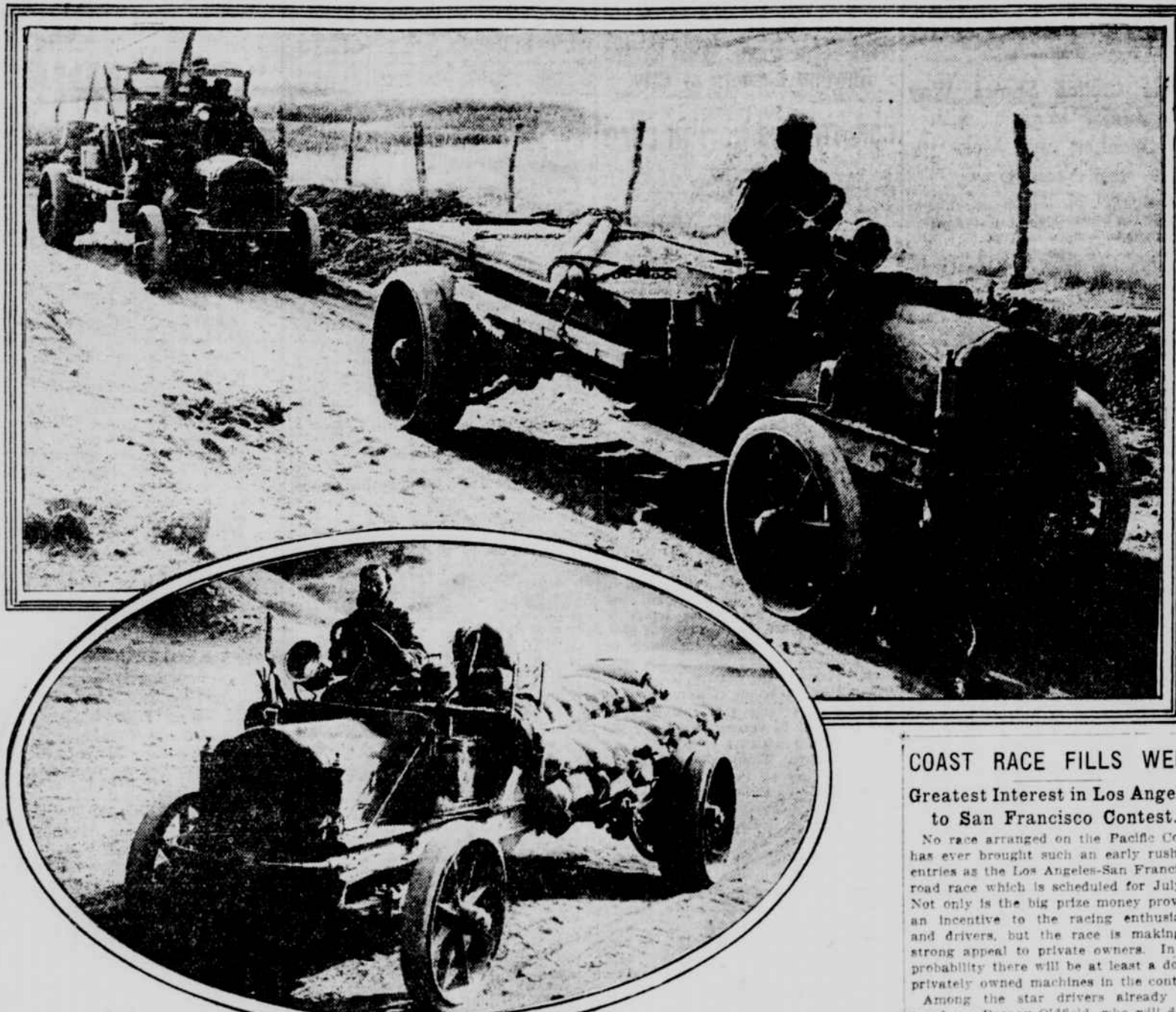
The total sums now available for road work in Colorado alone exceed at this time \$2,500,000. The new State Highway commissioner, Mr. Ehrhart, recently gave assurance that the commission was in hearty sympathy with the midland trail movement, and would exert every effort to put this route in first class shape before July 1.

Actual road building is now being carried on in every county in Colorado and Utah through which this road passes, and furthermore Mr. Ehrhart assures the association that the stretch between Kremmling and Wolfcott will be built at once. Grand and Garfield counties have camps of convicts.

Utah commissioners have been over the route with their engineers, and the 140 miles between the state line and Green River will be taken care of, utilizing about ninety miles of the old railroad grade. Grand County already has fifty teams and a large number of men at work on its portion of the route. The county commissioners in every county through which this trail will pass are enthusiastic over the project, and have not only guaranteed their hearty support but have made the necessary appropriations.

A gang of men is working in Price Canyon, at Castle Gate, and the people of that county guarantee that they will have the canyon road in shape by the middle of July. Heretofore it has been necessary to make a fifty-five mile detour, as there was no road through this sixteen-mile canyon. However, the longer way around through Castledale will be in shape by the middle of July, so it

## WHITE AUTOMOBILE TRUCKS HAULING SHEET METAL AND OTHER SUPPLIES OVER SAND HILLS OF CALIFORNIA.



## NEW FIELD FOR USED CARS

Foreign Countries Can Absorb  
Thousands Annually.

Statistics furnished by the United States government to inquiring economists of the automobile industry do not determine the number of used cars shipped as export products to the four corners of the world. A second hand automobile, as a rule, is "old machinery" in the eyes of Uncle Sam.

Yet there are logical reasons for men in the industry predicting that there never will be a serious problem in the United States due to a threatened surplus of used cars. If the foreign field for a second hand machine is properly exploited.

Going still further as the result of data furnished the United States government by officials of the Mitchell Company, of Racine, Wis., the political economy students say that in the export of used cars under the auspices of a well equipped official organization that will protect foreign buyers would be a source of great financial returns.

With branches in the best distributing centers to dispose of American used cars and offering some definite responsibility or guarantee to foreign customers, there is little doubt that the profits would be tempting, satisfactory and mutually agreeable.

## HOOSIER MOTORISTS BUSY

Plans Are Nearly Complete for  
Long Journey to Coast.

The gradual but inevitable elimination of the horse as a factor in department store delivery service was illustrated in the Macy parade last Monday. Out of 172 wagons in line, fifty-eight were horseless. Eight years ago, in the first parade of the kind, there were fifteen "electrics" in line and they created something of a sensation. Every year has seen an addition to the number of self-propelled vehicles in the Macy parade, and the probability is that next May the horseless wagons will be in the majority.

Each Tourist Must Wash His  
Own Dishes and Must Take  
Turns at Guard Duty.

The mass of detail work necessary to the safe and efficient running of the Indiana-Pacific Coast automobile tour, which starts from Indianapolis on July 1, is reported to be well under way. The commissary end of the affair has already been worked out and the entrants notified that the food will cost each person \$2 a day during the six weeks' run. The caravan will employ a large number of fireless cookers. In addition to the army cooks who have been engaged for the tour, fireless cookers are now made as big as flour barrels, and by the use of these it will be possible to cook a good luncheon at breakfast time, load it on a truck, shoot it a hundred miles and then serve a piping hot luncheon at the mid-day stop.

At least three auto trucks will accompany the tourists for the transportation of food supplies, camp kitchens and the like. The supply trucks and the large kitchen trucks will leave early each morning, while the breakfast car will bring up the rear of the procession after serving breakfast. When the night stops are reached by the kitchen and commissary trucks those in charge will select camp sites, set up a temporary kitchen, and in most cases have the evening meal prepared by the time the main part of the procession comes up.

Each tourist will carry his own dishes and wash them after meals, so that this task will be divided into 500 parts. Incidentally, each tourist will have one or more turns at guard duty, for with forty or more automobiles and trucks there will be a great amount of movable property that will require police protection. A guard tent will be set up every night, and the guards assigned for the night will sleep there until each has served his guard turn.

Woe to the sluggard who tries to shirk this police duty, for if he sleeps overtime after being called it is whispered that his nether garments will be stolen and put into the supper car, which moves westward before dawn each day. Will he obediently take his turn next time?

In addition to the commissary truck squad additional trucks will be employed for the transportation of extra gasoline, water and oil for emergency uses, and other materials, such as temporary bridge building parts, and the wireless telegraph outfit for the tour will be in constant electrical connection with the rest of the world, no matter how far it may be from the ordinary telegraph and telephone service.

On the baggage division will also be hauled the huge searchlight and generators which will light the camp at night. Harlow Hyde, of the Empire Automobile Company, will be in charge of supplies. It is planned to have on hand before the tour starts minute statistics of gasoline and oil supply sources, prices, etc., for the whole route, so that there will always be fuel and oil in sufficient quantities for the whole caravan at every noon and night control.

W. McK. White, of the Marion Motor Car Company, chairman of the tour committee, and W. D. Edens, of the Henderson Motor Car Company, chairman of the stunts committee, have been indefatigable in their work and plans for the novel run, and their wide touring knowledge has done much to make this longest of all tours an assured success. Other committeemen who have collaborated with these committee chairmen are A. C. Wagner, of the Nordyke & Marmon Company, Frank Nutt, of the Haynes Automobile Company, and Jean Marks, of the Service Motor Truck Company, all of the tour committee.

It is possible that, aside from the army people on furlough who will be a part of the tour, Uncle Sam may also take some official action in connection with the tour. It has been proposed that some new army trucks join the tour to try out the experiment of a forced march, with a company of regulars as passengers.

Statistics show that 23 per cent of all clincher tires become rim-cut.

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Pioneer Concern Asks for  
First Registration PlatesHaynes Company Thinks It  
Should Draw No. 1 License  
Under New Law.

That the pioneer automobile concern in the United States is entitled to recognition in the State of Indiana, particularly as the head of it is a Hoosier, born and bred, is the substance of an appeal addressed to L. G. Ellingham, Secretary of State, at Indianapolis, by the Haynes Automobile Company, of Kokomo, which desires license No. 1 under the new Indiana motor vehicle registration law, which goes into effect on July 1.

"Rumor has it," the appeal reads, "that license No. 1 under the new law is very keenly sought after, and inasmuch as such applications will doubtless receive consideration at the proper time we present herewith our claims in this connection also, which we feel are such as will merit your recognition."

"Logically speaking, the Haynes car is No. 1. It was the first gasoline car built in the United States, of America and placed upon the market. The builder, Elwood Haynes, is likewise a native of Indiana. Born in Portland, Jay County, in the year 1877, he has been actively engaged in the manufacture of the car bearing his name since building the Pioneer in 1893, twenty years ago, and is at the present time a resident of Kokomo, and president of the Haynes Automobile Company.

"The Pioneer, the car that gave birth to the American automobile industry, is now in the custody of the Smithsonian Institution, Washington, where it is duly catalogued and exhibited as the first American-built car. This exhibit is very naturally the subject of much interested comment among the thousands of visitors who see it annually, as also is the builder, whose work has received official recognition from the American Institute of Mining Engineers, American Chemical Society, International Congress of Applied Chemistry, and many other technical and commercial bodies. Moreover, the Haynes Automobile Company was the first company organized in America for the manufacture of gasoline cars exclusively.

"As we understand it, the matter of assigning registration numbers is exercised purely at your discretion, and in view of the history briefly outlined above, which is attached to the Haynes car, coupled with the fact that Mr. Haynes is a Hoosier, born and bred, I believe that it would be a fitting compliment and a further tribute to this master mind were you to assign the Haynes Automobile Company the initial number, upon receipt of formal application.

"Enclosed we have pleasure in sending you a copy of 'The Pioneer,' a booklet fully embracing the early experiments and ultimate success of Mr. Haynes in the world of automobile building, together with a combination photograph of Mr. Haynes and the car itself."

## CHANGES COMPANY'S TITLE

Motokart Not Allowed in Corporate Name of New Concern.

The organizers of the proposed Motokart Company, a \$250,000 concern, located in the United States Rubber Building and organized for the purpose of manufacturing light commercial automobiles,

had their application rejected by the Albany authorities as a result of the recent rigid interpretation of an almost forgotten law that words used in corporate titles must be wholly in the English language.

After further investigation the organizers also learned that should they incorporate in some more liberal state their request for a license to do business in New York State as a foreign corporation would likewise be denied, and after considerable red tape they finally incorporated as the Tarrytown Motor Car Company, retaining the word motokart merely as a trade name. In discussing the matter, A. R. Gormully, the president of the concern, said:

"There has been a law covering this point for several years, but until quite recently it has been a dead letter. While I do not believe it is constitutional, we have no time to waste upon a test case, and we have therefore changed our firm name. Of course, the word motokart is a coined word, used to give our car a definite identity, and we shall continue to use the word in exploiting our product, changing only the company's title."

## GOOD DRIVER HELPS CAR

Proper Handling Can Prolong  
Life of Machinery.

"There is a vast difference between the mere driving of a car and intelligent operation," says William H. Stewart, Jr., of the Stewart Automobile Academy. "Simply to drive a car means little. A team of horses in the hands of a novice will cover the route, but their life and efficiency are shortened by incompetent drivers. So with the automobile. The proper shifting of gears and application of power at the proper time determine the efficiency and life of the whole mechanism."

"What business man having a factory with a power plant would consider placing in charge a man knowing only how to start and stop the machinery?" Mr. Stewart asks. "Or, knowing that much himself, would attempt to operate it and expect continued and efficient service? Would any railroad company place in charge of a locomotive a man of this type? In both cases I have mentioned the machinery represents an investment and the investor rightfully expects satisfactory and prolonged service. But the owner of an automobile fails to realize this. He requires it to do more work with less attention than any similar device known."

"Although manufacturers design their machines, anticipating inexperience on the part of the operator, yet when one considers the great variation in speed demanded of a car and the vibration it receives, due to every condition of the road, it seems most unjust to the car and its maker to expect service in return for abuse."

## MOTOR WANTS

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## COAST RACE FILLS WELL

Greatest Interest in Los Angeles  
to San Francisco Contest.

No race arranged on the Pacific Coast has ever brought such an early rush of entries as the Los Angeles-San Francisco road race which is scheduled for July 4. Not only is the big prize money proving an incentive to the racing enthusiasts and drivers, but the race is making a strong appeal to private owners. In all probability there will be at least a dozen privately owned machines in the contest.

Among the star drivers already entered are Barney Oldfield, who will drive a Mercer, and Omar Toft, who will pilot a Simplex, entered by Mrs. Leoti K. Northam. Toft is not known to motorists in the East, but he has a good racing record on the Pacific Coast, where he contended with the Western crack, among them being Tetslaff and Oldfield. Mrs. Northam, who owns the Simplex, is one of the most enthusiastic speed fans on the Coast. The other entries to date are two Cadillacs, a Cole, Apperson and two Simplex machines.

## TWICE AROUND THE CLOCK.

A twenty-four-hour motorcycle endurance run will be a feature of the Indiana state convention of the Federation of American Motorcyclists, which is to be held at Indianapolis, May 15, 17 and 18. The route for this run is 271 miles in length and includes Martinsville, Spencer, Terre Haute, Crawfordsville, Frankfort, Elwood, Muncie, Richmond and Cambridge City.

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